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*New York N.Y. First Meeting.*  
*Please return to.*

*Wm. G. Dennis for*  
*Union Line Baltimore to Pa.*

# PROCEEDINGS

OF THE

## RAILROAD CONVENTION

HELD AT THE

ST. NICHOLAS HOTEL, NEW-YORK.

**JULY 18, 1860.**

ALBANY:

WEED, PARSONS & COMPANY, PRINTERS, 59 STATE STREET.

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*Railroad Convention (1860, Albany)*

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At a meeting of Representatives of the several lines of railroads between Chicago and the sea-board, held at the St. Nicholas Hotel, in the city of New York, on the 18th of July, 1860, the following gentlemen were present as representatives :

### GREAT WESTERN RAILWAY, C. W.

C. J. Brydges, *Managing Director*.

T. Reynolds, *Financial Director*.

T. Bell, *General Freight Agent*.

### GRAND TRUNK RAILWAY.

Hon. John Ross, *President*.

T. E. Blackwell, *Vice-President and Managing Director*.

W. Shanley, *General Manager*.

C. S. Gzowski, Toronto.

M. Pennington, *General Freight Agent*.

### MICHIGAN CENTRAL RAILROAD.

J. W. Brooks, *President*.

R. N. Rice, *General Superintendent*.

H. E. Sargent, *General Freight Agent*.

### NEW YORK & ERIE RAILROAD.

Nathaniel Marsh, *Receiver*.

Charles Minot, *General Superintendent*.

## NEW YORK CENTRAL RAILROAD.

Dean Richmond, *Vice-President*.C. Vibbard, *General Superintendent*.S. Drullard, *General Freight Agent*.

## PENNSYLVANIA RAILROAD.

J. Edgar Thompson, *President*.Thos. A. Scott, *Vice-President*.

## HUDSON RIVER RAILROAD.

Samuel Sloan, *President*.

## CLEVELAND &amp; ERIE RAILROAD.

A. Stone, Jr., *President*.

## CLEVELAND, COLUMBUS &amp; CINCINNATI RAILROAD.

L. M. Hubby, *President*.

## BUFFALO &amp; ERIE RAILROAD.

Dean Richmond, *Vice-President*.

## CHICAGO, PITTSBURGH &amp; FORT WAYNE RAILROAD.

G. W. Cass, *President*.J. J. Houston, *General Freight Agent*.

On motion of Mr. SLOAN, C. J. Brydges was appointed Chairman and C. Vibbard Secretary.

On motion of Mr. THOMPSON, a committee of five was appointed to prepare the necessary business for the meeting.

The following gentlemen were appointed :

J. EDGAR THOMPSON,	T. E. BLACKWELL,
NATHANIEL MARSH,	DEAN RICHMOND,
A. STONE, JR.	

On motion, Mr. C. J. Brydges was added to the committee and appointed Chairman of the same.

The meeting adjourned until to-morrow morning at 9 o'clock.



WEDNESDAY, 9 A. M.

The meeting re-assembled, and Mr. Brydges, Chairman of the Committee appointed yesterday, submitted the following report, which was read by sections and adopted :

The Committee appointed at the Convention of the several Railroad lines between the west and the Atlantic sea-board, to examine into the question of increasing to a remunerative standard the rates on freight during the coming fall and winter, and as to the best means of maintaining such rates when established, beg to make the following

R E P O R T :

1. That having fully considered the question submitted to them, your Committee are of opinion that the rates for the carriage of freight can, with a proper regard to the public interests, be materially increased from their present standard, and that such increase should be made gradual in its operation and commence to rise from the present rates on and after the 15th August next.

2. That the Committee are of opinion that it is in the power of the five Eastern Trunk lines to make such arrangements and regulations, with the co-operation of connecting lines, as will secure the charging of the rates from time to time agreed upon, and prevent those reductions and cuttings, from which the Railway interest throughout the country has so seriously suffered during the last three or four years.

3. That to carry out the idea here suggested, it is recommended that a meeting be held once a month, (or oftener if required by two of the lines,) alternately at Buffalo and New York, on the Wednesday previous to the last Tuesday of each month, of the Presidents of each of the following lines, viz.:

Pennsylvania Central.

Baltimore and Ohio.

Grand Trunk of Canada.

New York Central.

New York and Erie.

4. That it be competent for the President of each Company to nominate such other officer of his Company as he may designate in writing, to attend for him, and that such nominee shall have full power to act for his Company.

5. That at these monthly meetings such other lines as desire it be requested to send representatives, to confer and advise with the Committee.

That at such meetings the through rates, to the eastward and westward, to be charged on all property passing between the principal western points and the sea-board, for the ensuing month, be settled and put in force from and after the 1st day of each month.

6. That no reductions from the rates established at these monthly meetings be permitted without the consent of four of the Committee, or by three provided—one of which three is the representative of one of the Southern lines.



7. That the proposed Committee of the five Eastern Trunk lines be requested, from time to time, to make such regulations as they may find expedient to ensure the carrying out of their decisions in regard to the through rates to be charged.

8. That in order to prevent reductions of rates being accomplished by allowing drawbacks or by any other process, the Committee be instructed to appoint a competent person, with power to employ a sufficient number of assistants, who shall devote his whole time and attention to the investigation of complaints of reductions or evasions of rates, no matter how effected, and who shall be empowered to take such action in the matter complained of as shall be necessary to ensure an effectual prevention of the evil.

That if it be found that any agent, officer or other party upon the road engaged in the soliciting business of any company shall by any means, direct or indirect, take freight for lower rates than those established for the time being by the said Trunk lines, such agent shall be discharged from the service of his company and not employed by any connecting line, and until such discharge the said five Trunk lines and all others co-operating with them will not send any freight over the road of such company which they can send to destination by any other route.

9. That with a view of reducing expenses it is hereby suggested to the different lines owning or controlling Ticket offices and agencies in New York, Boston and other large cities, that as soon as the

present engagements as regards such agencies will permit, arrangements be made to abandon all such offices and agencies, and to unite in the establishment of one Union Ticket Office in each large city, where all lines shall be impartially represented, and the expense of which shall be defrayed by the lines joining such Union office.

10. That the issue of free passes to the shippers of freight be absolutely abolished by all lines, and that the question of return passes to Drivers be referred to the consideration of the committee of the five Trunk lines with a recommendation that they be abolished if possible; and that the Southern lines be at liberty to sell Driver's tickets, from New York to common points, at the cost of a ticket from Albany to the same point.

11. That it be strongly urged upon the different lines, carrying passenger traffic between common points, to agree to the entire abolition of all agents, outside offices, runners, payment of commissions on sale of tickets, &c., as such expenditure does not in the slightest degree affect the aggregate traffic, but simply forms a useless tax upon railway receipts.

12. That all the five Trunk lines, who, it is suggested, should every month settle the through rates, being now present, their representatives be requested at once to meet and decide on the rates to be put in force until the 1st of September next.

13. That the principle upon which the rates shall be divided between the five Trunk lines and their Western connections, shall be that of a pro-rata on the shortest line. It is understood that the

Grand Trunk railway is to have the right of carrying ocean freight between Portland and all Western points, at same rates as are charged by other lines between such Western points and New York, but that freight going to or coming from Portland, locally, is to be charged at the Boston rates.

Ocean freight, by way of Boston, may be charged at the same rates as by way of Portland.

14. That all freight, including live stock, shall, after 1st of September next, be carried by actual weight, except flour, which shall be charged by the barrel.

15. That all existing contracts with Freight Express lines, be ended on 1st January next, at latest, or earlier in cases where any reduction of rates is proved to be made by any Express line, and that each road advertises and does its business in its own name, without the intervention or addition of any named agent, and that all agents shall be paid by fixed salary, and not by commissions.

Signed by order of the Committee.

C. J. BRYDGES, *Chairman.*

NEW YORK, 19th July, 1860.

*Resolved*, That the Committee of five Presidents be authorized to assess the expenses of the commissioner and his assistants, and distribute the same among the different Railroads in interest at their discretion.

*Resolved*, That the Secretary be directed to have the proceedings of this Convention printed and distributed to all parties in interest.

*Resolved*, That the printed tariffs now issued for westward bound freight, from New York and Boston, be adopted as the present standard of rates until the meeting of the five Presidents, provided the Baltimore and Ohio Railroad Company agree to this course.

The Convention then adjourned.

C. J. BRYDGES, *Chairman*.

C. VIBBARD, *Secretary*.











